



Freeman Flash

NEWSLETTER of the FREEMAN FIELD FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

Glider Update

It looks like we will in fact have gliders at Seymour, but perhaps not as soon as we thought. There is more to this than meets the eye. Here's what has transpired so far:

- The Louisville Glider Club (LGC), presently at Bardstown, KY, lost their lease and wants to move to Seymour.
- Lance Bartels (who is learning to fly gliders) has purchased the Accu-Air hangar. He plans to lease it to the glider club for use as their headquarters.
- The glider club members who own their own gliders, along with a couple of new powered aircraft owners, have committed to leasing all of our available T-hangars. Note that due to their very long wings, gliders don't fit in our T-hangars very well.
- A few of the 50-or-so members of the Southern Indiana Flying Eagles (SIFE) RC model airplane club panicked, thinking they would lose their place to fly in favor of the glider operation. Justin Drake, VP of SIFE and airport liaison person, attended the airport authority meeting on 10/17. He was assured, in no uncertain terms, that such was not the case. It is the goal of the airport authority to accommodate all reasonable aviation activities in a way that is safe for all participants.

The big thing that needs to be resolved is where the gliders and the RC models will fly. Having the gliders fly off the present N-S

grass strip doesn't work because it is too close to the RC model activity. Also, that grass strip is in line with the west end of T-hangar building A. Originally laid out for ultralight operations, that strip was never intended for glider towing. Right now, without a lot of study, it appears that a good option would be to move the N-S grass strip west to the west side of the old N-S paved runway, and leave the model airplane club where it is, well to the east of the old paved runway. That would take the grass strip out of alignment with T-hangar A, and allow even more space away from homes to the north. The gliders could stage on the old paved runway. The model aircraft would fly out to the east, away from the gliders. As part of this plan the unused E-W 900' grass ultralight strip would be closed. That would end up with a net increase in farm ground to lease, which means increased revenue to the airport authority.

The downside to this plan is that it would take a while to create the new grass strip. It would have to be graded, rolled, and seeded. Drainage may have to be corrected. The grass would have to be established before glider-flying operations could begin. That would end up being mid-summer next year. Perhaps LGC and SIFE could learn to co-exist at the present N-S grass strip for half a season. There isn't much glider flying or RC activity during the cold winter months.

It was briefly considered that the gliders could fly off the grass between runway 23 and the parallel taxiway, up at the northeast end. However, that doesn't work because the FAA requires that there be 400 feet between the centerlines of parallel runways. And besides, that location would be very far away from the proposed glider club headquarters hangar over on the west side.

Other Airport News

Cherry Hill Aviation Day: Held in conjunction with the bicentennial celebration, it was a moderate success. We flew rides for about 3 hours (nobody wanted a ride until noon), and one new person has begun flying lessons. A couple (both learning to fly) who stopped by and talked about buying a plane has since purchased one and will be basing it here at Seymour.

Fuel Farm Safety Upgrades: The airport is installing a Veeder-Root fuel tank monitoring system. It will monitor the bulk tanks for water in the fuel, high level, low level, and fuel flow; and probably other things that your editor doesn't know about yet. The system will be operational after some computer integration is accomplished in a week or two. More on this next month.

Other safety enhancements include an emergency shut-off switch strategically located on its own pole about 20-feet east of the metal fuel shed. Also added is a listing of the phone numbers of local officials to call in case of a problem with the fuel system, and a list of all the various types of credit cards the system will accept. Cards accepted now include the 4 major consumer credit cards plus all the popular aircraft fueling cards.

Many of these enhancements were made at the request of Stat Care because they now have their helicopter based here. However, airport manager Don Furlow reports that it is not just for them. These enhancements now put our airport in a position to fuel military and other government aircraft that

also require this level of safety and reporting.

Geese on the field: For now, the geese are gone. The NOTAM has been removed from the AWOS broadcast.

D's Diner: D's continues to be open on Sundays from 8:00 to 2:00, but the brunch buffet has been discontinued. The number of Sunday diners varies widely from week to week, with the result that too much food was being thrown away. The regular D's menu is now available on Sundays.

United Granulation: Has essentially completed the construction of their ventilation upgrade. It is not yet known what affect that will have on the strong odor that emanates from the operation.

US Scale Masters Nat'l Championship Meet for 2017 to be held at Seymour:

This is the group that has the giant-scale radio-controlled model airplanes. We have had the regional meet here before, but never the national championship. The meet will be held either the last or next-to-last weekend of September, next year. Seymour gets the nod not only because we have a decent flying field, but also because we have a plethora of hotels and restaurants very close by. Upwards of 500 people are expected to attend the 4-day event.

Museum Archives

The Freeman Army Airfield Museum is a completely separate entity from the Freeman Field Flying Association. Some of our board members (L. Bothe, B. Grant, J. Hildreth) overlap. The FFFA on occasion supports the museum with gifts of money for worthy projects. FMI www.freemanarmyairfieldmuseum.org.

The museum has received the donation of a boat, motor and trailer. The idea is that museum personnel will fix the boat up over the winter and sell it in the spring to raise money. The boat is structurally sound but cosmetically rough. We'll see how this project goes.

We learned that other than the 3 propeller blades on the only remaining Hawker Typhoon WW-II fighter (MN235), we may have the only other prop blade in existence for that airplane. A group who is reconstructing a Typhoon wants to scan our blade in order to have blades made for their project. We think this is pretty neat and will of course let them scan the blade.

The museum is working on obtaining a grant to install new lights in the main building, and perform several other much-needed electrical upgrades in both museum buildings. While not yet a done deal, it looks very promising. We hope to receive the grant so that the work can be done during our slower visitor season in the winter.

Treasurer's Report

For the period: September, 2016

Opening bal, all funds	9,827.35
Opening bal, chkg acct	2,794.92
Income	
Dues	
Other	
Total Income	
Expenses	
Electric bill	10.54
Sewer bill	9.14
Water bill	15.28
Other, Rumpke, potty svc	27.20
Total Expenses	62.16
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	2,732.76
Mny Mrkt Fnd, opng bal	7,032.43
Checks written	
X-fer in from chckng	
Interest earned	
Closing bal, MMF	7,032.43
Net change, all accounts	-62.16
Grand total, all funds	9,765.19

Interesting Aviation Links

WW-II vets get to visit the National WW-II Museum in New Orleans: I can't remember who sent this to me, but it's worth watching. Actor/musician Gary Sinise and American Airlines made it possible for a

group of WW-II vets to make the trip to New Orleans to visit the WW-II museum there. Now your editor wants to go there as well. (Short film about 8 minutes long.)

Soaring Valor with Gary Sinise (Lt. Dan Band)

<https://www.youtube.com/embed/I3P15s4zWNQ>

Oshkosh 2016 pictures, with captions. From Robert Wilmoth, 9/30/16.

<http://talk.newagtalk.com/forums/thread-view.asp?tid=656700&mid=5523936#M552>

Ultimate "drone"? Unmanned F-16's. These obsolete F-16 fighters have been in the bone yard adjacent to Davis-Monthan AFB for 15 years and are now being used as target drones. From Dirk Vallo, 10/4/16.

<http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ~~%2cAAAukPAIqE~%2coAVq1qtdRjwBrIkHYj2MSytJiEK9s5fy&bclid=0&bctid=2684464741001A>

Delta zapped: From R. Wilmoth, 10/7/16.



Delta flight landing in Atlanta 10/1/16. The lightning passed through the metal exterior and exited from the right landing gear (clearly visible). Nobody injured.

FFFA News

Reminder: The FFFA Christmas dinner and annual meeting will be held at D's Diner, 6:00 PM, Thursday, Dec. 15th. We have a few door prizes, but we need more.

Our November meeting will be on Tuesday, November 1st. At this time, no special program is planned. At least it's not on election day this year.

Member Accomplishments

Airport Manager **Don Furlow** had his left knee joint partially replaced on Friday, 9/23. He was back to work after a week but still has substantial discomfort. He is walking with a cane and going to physical therapy.

Ask an Instructor -- Electronic Devices

By Adam Springmeyer

Recently there was an emergency order from the FAA regarding the Samsung Galaxy Note 7 cellular device. These devices are no longer allowed on any civil aircraft. The reason for this emergency ban was due to the device catching fire. The device cannot have any power to the device and cannot be charged while on the aircraft. The device cannot be held in any carry-on baggage. If you have this device, you must inform the flight crew. On October 5th, Southwest Flight 995 on its way to Baltimore landed and evacuated in Louisville due to the device smoking in a piece of carry-on luggage.

The ban on the Samsung Galaxy product got me thinking about the use of other electronic devices while we are on aircraft. Is there some regulations on what devices can be used? How does all this play into my flight?

A list of approved electronic devices can be found under FAR Part 91.21. This chapter of the regulations specifies what devices can be used on a civil aircraft and during what phases of flight. To help summarize regulation, if you are operating under IFR, you should not use any device that will interfere with an airplanes navigation or communication equipment. There are a few items that are allowed to be used while operating an aircraft such as:

- Portable Voice Reorders
- Hearing Aids
- Heart Pacemakers
- Electric Shavers

The list of the approved electronic devices as mentioned above seems to be laughable. I strongly suggest that you do not try to use an electronic shaver while flying. If you are flying while shaving, then there should be a discussion on time management. I also want to caution anyone who would use a Go-Pro type video device while flying. Since this is a video recording device it does not meet the requirements of the Portable Voice Recorders. This type of device can be controlled via Bluetooth from a cell phone, and could cause issues with the airplanes navigation and communication.

So, here is a question for next month's article: I just finished flying a local flight around Southern, Indiana. I took pictures, and videos of my performance. I was going to post them on the internet. I was just starting my post-flight inspection when a representative of the FAA comes up to me. He says that he is going to conduct a ramp check. What happens now?

"Being an Airline Pilot is one of the best jobs on the planet."

--- Adam

Ask an Instructor/Airline Pilot

Do you have a question about some phase of aviation? It could be about pilot certification, logging flight time, FAR's, how airlines do things, instrument flight, or anything else. Send a message to Adam Springmeyer at adam.springmeyer@gmail.com and receive a personal reply directly in your e-mail.

FFFA Officers - Contacts

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Join FFFA: Dues are \$10 per year. Send a check, payable to FFFA, to Larry Bothe, 1082 Governors Ln, Seymour, IN 47274-1135. Include e-mail address and phone number. ½ price after the 4th of July.
Freeman Flash issues going back to 1999 are available if you contact the editor. A website archive is planned.

Local Event Calendar at a Glance

Nov 1, FFFA meeting, program TBA

Nov 8, Election Day; get out and vote!

Dec 15, FFFA Christmas dinner & annual meeting at D's Diner, 6:00 PM

*An asterisk means Cliff Robinson will be performing aerobatics at that event.

Freeman Field Flying Association meets the 1st Tuesday of each month at 7:00, FFFA Bldg

Airport Authority meets the 3rd Monday of each month at 7:15 PM, terminal building conference room.

Museum Board meets the 3rd Tuesday of each month, 6:15 PM, main museum building library room.

Sell – Buy

Have something you want to sell or buy? FFFA members get a free ad. Contact the Editor, Larry Bothe, 812-521-7400, or e-mail LBothe@comcast.net to place an ad.

Local Aircraft For Sale

½ share of 1963 Beech Musketeer

Mark Kendall's brother-in-law lost his medical. He'll sell his share for \$16,500. Aircraft is IFR-equipped and the annual was just completed by Cherry Hill Aviation. Call Mark for more info, 812-216-1147

Cliff Robinson Aerobatics

Open cockpit bi-plane rides in 500HP Stearman Acro and tailwheel training in Super Decathlon
Cliff Robinson, Madison, IN 812-701-9990
cliffrobinsonaerobatics.com

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